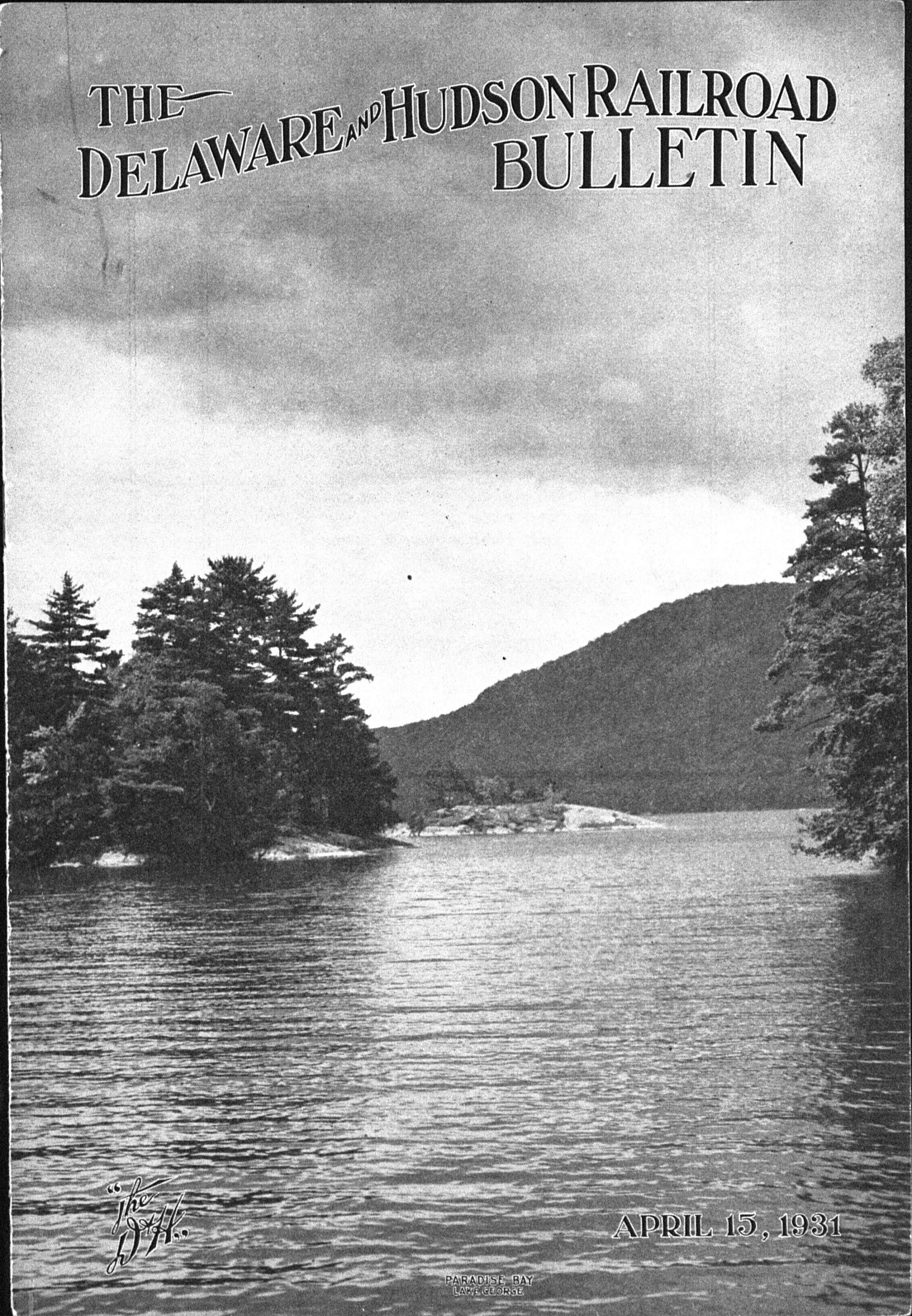
THE DELAWARE AND HUDSON RAILROAD BULLETIN



"The D&H."

APRIL 15, 1931

PARADISE BAY
LAKE GEORGE

Today

SURE this world is full of trouble—
I ain't said it ain't.
Lord! I've had enough, and double
Reason for complaint.
Rain an' storm have come to fret me,
Skies were often gray,
Thorns and brambles have beset me
On the road—but, say,
Ain't it fine today!

What's the use of always weepin'
Makin' troubles last?
What's the use of always keepin'
Thinkin' of the past?
Each must have his tribulation,
Water with his wine.
Life it ain't no celebration.
Trouble? I've had mine—
But today is fine!

It's today that I am livin',
Not a month ago—
Havin', losin', takin', givin',
As time wills it so.
Yesterday a cloud of sorrow
Fell across the way;
It may rain again tomorrow,
It may rain—but, say,
Ain't it fine today?

—JOHN HENRY NEWMAN.

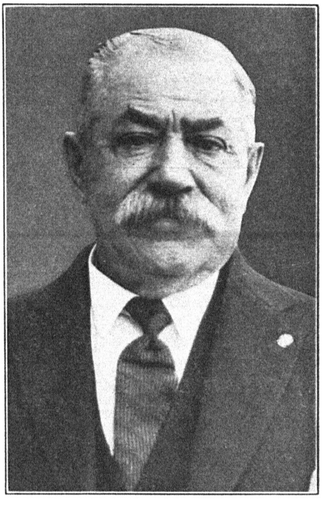
The
DELAWARE AND HUDSON RAILROAD
CORPORATION
BULLETIN

Vol. 11 Albany, N. Y., April 15, 1931 No. 8

Kidnapped from Roundhouse

Oneontan's Thirty-Three Years at Throttle Followed a Most Unusual Adventure

ON the morning of December 1, 1881, a wiper employed in the Albany and Susquehanna roundhouse at Oneonta mysteriously disappeared. For some time Engine Dispatcher Charles Beach, who was then in sole charge of the employment of wipers, firemen, and enginemen, had been short of men. Only the night before Engineman "Deke" Whitaker, who held a regular fast freight run between Oneonta and Delanson, had told him that he, Whitaker, would have to have an extra fireman the following day as his regular running mate had laid off and could not be reached by the caller. Mr. Beach quite sternly, but none the less diplomatically, insisted that he knew of no fireman Whitaker could engage, although he promised to attempt to locate one by the following morning.


GEORGE H. WESTCOTT

When no fireman reported for the run, Whitaker, a typical engineer of fifty years ago, took the matter into his own hands. After cautiously looking around to make sure that no one overheard, he attracted the attention of a wiper in a nearby engine cab.

"Hey there, kid," he called, "how would you like to fire this engine to Delanson and back?"

The wiper, GEORGE H. WESTCOTT by name, needed no further inducement. Dropping the waste and oil with which he had been polishing what he considered to be "an unnecessarily large amount of useless brass," he scampered from one cab to the other. While leaving the roundhouse and turning the engine, Whitaker kept his "kidnapped fireman" hidden from view. Once clear of the yard, however, he urged his newly acquired helper in no uncertain terms to "keep the old kettle hot, or else—."

"And so," says MR. WESTCOTT, looking back over nearly two-score years with our company, most of which were spent as an engineman, "I became an extra fireman. Two weeks later, when Whitaker's regular man returned to work, instead of making me wipe engines again, Beach kept me in the engine service. After two or three years on the extra list I was assigned to the old 166, 'on the rounds' between Oneonta and Delanson, Binghamton, or anywhere else they wanted to send me."

MR. WESTCOTT'S railroading career had begun in 1879, however, after a number of years' employment in the Hope Factory at Phoenix Mills, N. Y., an experience which was cut short by an accident which resulted in the fracture of his leg. While partially disabled by this injury, he worked on a farm at Milford, N. Y., and for short periods, in other enterprises.

Immediately after his complete recovery MR. WESTCOTT secured work as wiper in our roundhouse at Oneonta. During the two succeeding years he also served temporarily as a "coal heaver" and hostler. There were no coaling plants then for fueling locomotives; the coal was shoveled from the cars to the tenders.

The men who performed this duty were known as "coal heavers." Inasmuch as they and wipers received only $32.50 per month, while hostlers' wages were $45.00, GEORGE frequently applied for and received temporary work as hostler. In this way he learned enough about engines to be in a position to accept his first chance to fire one, an opportunity which presented itself in the "kidnapping" episode already related.

One of the runs which MR. WESTCOTT well remembers in his six years as a fireman, was with Engineman Perkins on train 34, then popularly known as the "Steamboat Freight," which operated between Oneonta and Albany. It left Oneonta in the early morning with perishable freight to be delivered at noon to the Hudson River steamers, for forwarding to New York city. The return trip began at 8 P. M., allowing ample time for the loading of shipments which had arrived on the Day Line boat from the metropolis.

While this was considered a "fast freight," the maximum speed they were allowed to maintain was 18 miles per hour, because of the then undeveloped state of railroad equipment. There were no automatic signals; the entire line, much of it single track, was operated solely by train order, and a nearly uniform speed therefore had to be maintained by all trains. Under exceptional circumstances an order was sometimes issued permitting a train to "make better time," which implied that it could be run at not to exceed 20 miles per hour.

Only once in his career did MR. WESTCOTT take a train over the road without orders. When the blizzard of 1888 descended on the Albany and Susquehanna, he was proceeding south from East Worcester with Conductor "Sam" Culver. All the telegraph wires were down and he had to send a flag ahead of him from that point to Schenevus over the single track. After they reached the northern limit of the double-tracked line, they proceeded as rapidly as the blinding snow would permit.

For many years prior to 1920, when, on account of an injury, he was forced to retire, MR. WESTCOTT was frequently called to handle extra passenger trains. One trip which he calls to mind clearly illustrates the material handicaps under which American railroads were once forced to operate.

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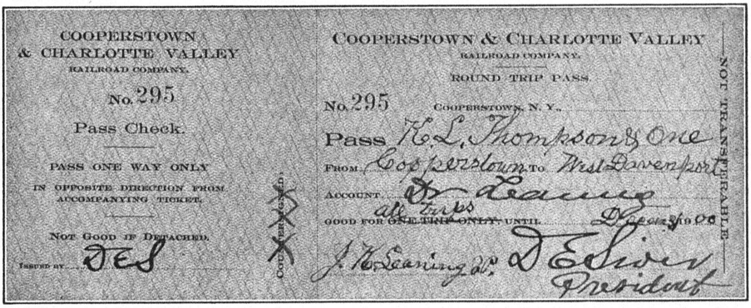
An Interesting Souvenir



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J. K. Leaning V.P. D E Siver President

NOT TRANSFERABLE

A PASS good on the Cooperstown and Charlotte Valley Railroad is probably a novelty to most *Bulletin* readers. Through the kindness of Mr. K. L. Thompson, Director of Research and Publicity of the Jersey City schools, we are enabled to reproduce the facsimile of a trip pass issued to him in 1900. The flexibility of operating methods in those days is indicated by the "stroke of the pen" manner in which Mr. Thompson's grandfather, Vice-President J. K. Leaning, was able to transform the round-trip pass into a "system annual."

Rationalization

Germany's War Time Organization of Economic Processes Now World-wide in Scope

By W. J. COUGHTRY, *Recorder*

NO expression originating in post-war business practice has spread so rapidly and so far throughout the world as the pseudo-German word "Rationalization." Although an English or French translation of *"Rationalisierung,"* it is essentially German. The word in its present use was coined by Walter Rathenau, philosopher, author, artist, and director of war industries from 1914 to 1918, who, at the time of his assassination on June 24, 1922, was Foreign Minister of Germany.

Rationalization means the principle of and the sum of processes involved in Germany's economic recovery. It is the name given, in 1927, to the new industrial economic system worked out by the *Reichskuratorium fur Wirtschaftlichkeit*, a German Board of National Efficiency, four years after the collapse of the German currency. Its object is "the creation of an economic system which promotes the national welfare by lowering prices, improving the quality of the goods produced, and the ends to be attained by applying scientific principles to labor, to management and to industrial economy." The *Reichskuratorium*, the official headquarters of the system, is supported by the government, but is independent in operation.

Idea Originated in America

ALTHOUGH the idea originated in America, the system is essentially German for the Germans alone have completed it in theory. It is more complete than the American conception of scientific management from which it sprang. The addition of national welfare to its objects gives it a social as well as an economic purpose.

Rationalization has been described as standardization, mechanization, improved organization and so on. But it is very much more. In the report of the World Economic Conference of 1927, rationalization is taken to mean "the methods of technique and organization designed to secure the minimum waste of either effort or material." It includes the scientific organization of labor, standardization of both material and products, simplification of processes and improvements in the system of transport and marketing.

The conference considered that one of the principal means of increasing output, improving conditions of labor and reducing costs of production was to be found in "rational organization of production and distribution," the judicious and constant application of which was "calculated to secure (1) to the community greater stability and a higher standard in the conditions of life, (2) to the consumer lower prices and goods more carefully adapted to general requirements, (3) to the various classes of producers higher and steadier remuneration to be equitably distributed among them." If this were all that the term implied and entailed, rationalization would be recognized as a new name for a familiar and excellent effort that has been put forth for decades. But something more revolutionary is involved.

Radically Different System

BROADLY conceived, rationalization is the bringing of the whole of an industry under intelligent direction and administration. It implies a conception of industrial organization and control radically different from the old system under which the output, prices and evolution of an industry were a product of supply and demand through the machinery of competition between the independent firms of which the industry was comprised. It implies the conception of an industry as an organic body, with each separate establishment a corporate part of the whole, no longer engaged in competitive conflict, but working together according to a common policy and program laid down by a directorate having absolute authority over the industry. Aggressively, it implies an industry presenting a united front to the handlers, carriers and users of its product. Constructively, it implies the organization of an industry as a corporate whole to eliminate "friction, waste and slip," to raise the technique and machinery of all establishments to the level of the best, and to regulate the capacity, output, selling activities and prices of the industry as a whole to harmonize with the present and future market needs and for the best interests of the industry itself in the industrial, social and political complex in which it has its being.

Nearly a Century Old

RATIONALIZATION is internationally regarded as an interesting novelty. The term has two reasons for its appearance of novelty. First, the severe stress of post-war conditions enforced accelerated rationalization, and the triumphs achieved were much better advertised than before the war. Second, the new rationalization differs from the old in that it is systematic, planned, carried through by designed co-operation and collaboration, and, finally, in Germany at least, centralized, directed collectively by the whole body of national business, and recognized and subsidized by the State. But neither is the word nor the process it represents new.

The rationalization movement really dates back to the middle of the last century. It began with isolated attempts on the part of engineers and individual firms, chiefly in the machinery industry, to introduce technical standards for a few raw materials and products. Germany embarked on standardization as far back as 1869, and before the World War she had a great many associations and committees for establishing standards of measurement, for uniform systems of test of materials, etc. During the war, in 1917, the Norms Committee of German Industry, which embraced all production branches, was founded. There were many associations and organizations for the promotion of the scientific and technical side of rationalization, of which the Kaiser Wilhelm Institute for Coal Investigation, founded about 1914, is a leading example. The pressure of war time, with its urgent need for larger and more rapid production, gave the movement a great impetus and placed it on a national scale, and in 1917, a normalization committee of machine builders was formed.

Post-war Collapse

AT the outbreak of the World War, Germany was in the full tide of industrial and commercial power. She was one of the three great industrial nations of the world, strong, united and prosperous. The United States alone was clearly ahead of her in the industrial field.

Less than ten years later, in 1923, Germany was apparently a broken wreck. She had lost the war. Through territorial and colonial cessions she was deprived of a large part of the fuel and raw material resources, the basis of her manufacturing industries, and of millions of industrial consumers. Trade practices of former enemy countries cut off large numbers of foreign consumers. The great industrial corporations were without capital. The manufacturing plant was either worn out, adapted exclusively to war purposes, or obsolete. Most of her merchant marine and her foreign investments had been seized or surrendered, and her credit in the world's capital markets was gone. Labor was embittered and undisciplined, and its skill impaired by years of life in the trenches. Her economic life was almost at a standstill. The ultimate crisis was reached in September, 1923, with the utter collapse of the currency, widespread unemployment and despair, producing a state bordering on social revolution.

Becomes a Catchword

SYSTEMATIC rationalization began only after the war. It was enforced by stress and need, by the dislocation of the old industrial combines, by temporary shortage of fuel and iron, by the disproportion between the large fixed capitals of industrial concerns and consequent heavy interest charges, and the almost complete lack of working capital, which was a result of the inflation. Its progress at first was impeded by lack of capital, for rationalization, particularly the technical and mechanical side, is very costly. Rationalization was the motive behind a large part of German private corporation borrowing in the United States and the credits so obtained were largely used to increase, improve and cheapen production. The movement was facilitated by the huge successes reported by the first rationalizing concerns. Rationalization became almost a catchword, and to inability to rationalize was ascribed nearly all business failures.

During the first two years after the war rationalization proceeded without a central plan and co-operation between individual branches of business or concerns. The idea of co-ordinating the movement under a central direction originated with the Federal Ministry of Industry and leading technical and scientific organizations. This initiative was followed by the establishment, on June 10, 1921, of the National Board of Efficiency which worked out the system and gave to it its name.

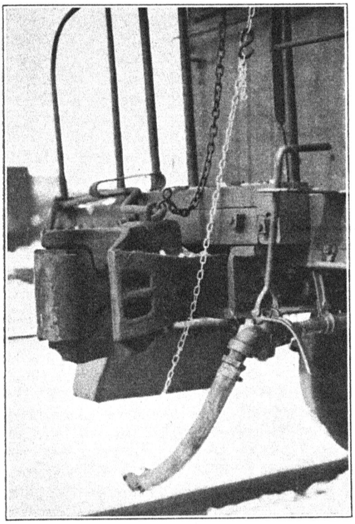
National Efficiency Board

THE National Efficiency Board rapidly grew in power, and is now a highly centralized organization covering the whole of Germany. The function of the board, briefly, is to do everything that makes for efficiency, productiveness and economy. Although subsidized by the State, the board is not directed or even influenced by any public authority, but is directed by business interests as a whole. The Board's operations are extensive: it has 200 subordinate or specialized committees and some 4,000 honorary collaborators. It is in constant touch with hundreds of associations, organizations, authorities, institutions

(Continued on page 123)

For Cutting Off "Pushers"

STOPPING a train costs money, nearly as much as starting it, in fact. For this reason many appliances have been invented to obviate the necessity for stops. The mail-crane and the water-scoop are examples which are familiar to all railroaders. Less conspicuous, perhaps, but no less effective in eliminating stops of freight trains, is the device constructed by Carbondale, Pa., Car Department employees to permit cutting off "pusher" engines.



Before the "pusher" can be detached from the train, the air hose between the engine and the rear of the caboose must be disconnected, the angle cock first being closed to prevent the emergency brake application which would otherwise result when the hose was uncoupled.

A substantial wrought iron extension handle located above the level of the caboose platform is attached to the angle cock so as not to interfere with its operation in the usual manner. By means of this handle, however, it is possible to unlock and operate the angle cock conveniently from the platform.

The air having been shut off, a pull on the light auxiliary chain raises the hose coupling to the position in which it automatically disconnects. This eliminates the possibility of breaking either hose or brake pipe which sometimes happens if this precaution is not taken.

A tug on the heavier chain "pulls the pin" and the "pusher" engine is left behind. Instead of stopping, the train continues on its way without slackening speed.

Traffic Men Shifted

THE Traffic Department has recently made some changes in the personnel of our off-line offices, in the course of which three men have been affected.

MR. MONTE PICKENS, JR., formerly Commercial Agent, becomes Assistant General Southern Freight Agent with office at 930 Healy Building, Atlanta, Ga.

MR. A. A. GALLAGHER, formerly Traveling Freight Agent, is now Assistant General Southern Freight Agent, Philadelphia.

MR. FRED SORBE, JR., Commercial Agent, formerly located at Pittsburg, has been transferred to Philadelphia, Pa., where he reports to General Southern Freight Agent W. H. CHASE.

What Price Safety

HERE'S one business that certainly doesn't seem to be affected much by industrial depression! The U. S. Census Bureau has recently sent out an official bulletin in which some enlightening figures quite clearly suggest the high cost of accidents. During the year, 1929, the manufacture of artificial limbs in this country amounted to $2,425,527.00.

Here is also some interesting information—other surgical appliances manufactured during the same year amounted to $17,257,092.00. These included all sorts of braces, trusses, knee-caps, anklets, arch supports, ear drums, crutches, splints, and similar devices. Two million for artificial legs and arms—seventeen million for other physical replacements. Quite a repair bill, to say the least.

Car Department Supervisors Hold

Interesting Discussion of Car Wheels, Inspection of Marvine Colli

ONE of the most enjoyable and instructive sessions which the Supervisors' Association of the Delaware and Hudson Car Department has enjoyed in many a day was that of Saturday, March 14, on the occasion of the organization's eighth annual business meeting and banquet at the Elks' Club, Scranton, Pa.

The discussion of the advantages and disadvantages of various types of chilled car wheels, which followed an excellent illustrated talk describing their manufacture, given by Mr. G. E. Doke, President and Secretary of the Association of Manufacturers of Chilled Car Wheels, and former Engineer of Tests of the New York Central Railroad, cleared up a number of points in the minds of the men, and also gave them many new ideas.

Prior to the meeting, the "business of the day" began with the enjoyment of an excellent breakfast served by the ladies of Trinity Church, Carbondale, upon the arrival of the six-car special train bearing the carmen's party. After picking up the Carbondale delegation, the train proceeded to the Hudson Coal Company's Marvine Colliery, where the supervisors inspected the modern breaker in which anthracite is prepared for market.

Not a few men in the group recalled their early days spent in the old-fashioned breakers and commented upon the many improvements which have recently been effected in methods of operation.

Gone are the "breaker boys" at their back-breaking task of picking slate under the lash of the taskmaster's whip. Instead, a handful of men control the machinery which conveys the coal to the eighth floor of the building, whence it flows down under numerous water-sprays which remove all dust and dirt; over sieves which assort the sizes; under powerful electro-magnets to extract the "tramp" iron which may have become mixed with the coal; and through the Chance Cones where impurities are removed by the scrubbing action of a mixture of sand and water, the heavy slate settling to the bottom while the clean coal passes to the storage bins ready for shipment. Duplicate equipment is provided so that the breakdown of any unit cannot interrupt the steady flow of the "black diamonds" through the plant.

Having donned rubber coats and miners' hats and lamps, the more venturesome descended into the mines where the process of removing the coal

Iold Annual Meeting in Scranton

ine Colliery, Turkey Dinner and Dance are Features of Session

from its natural resting place was observed.

Speculation was rife regarding the ability of Engine 556 to make the grade into the Scranton station from a standing start at Carbon Street, but the heavy train rolled up the hill in nice shape, the party arriving just in time for lunch. Everyone "foraged" for himself, the men later gathering at the Elks' Club for the meeting, while the ladies devoted the afternoon to shopping and the theatre.

Prior to the discussion on "Wheels," Mr. W. C. Lewis of the National Malleable and Steel Castings Company demonstrated, with the aid of a large wooden model, the ease with which wheels may be changed in the new type National truck, which is to be used on 100 box cars which will be built at Green Island this year.

Mr. Doke's discussion of chilled tread wheels brought up the question of the origin of the wheel, Babylonian history proving that it dates back to about 2000 B. C., while Egyptian tombs substantiate its existence in 1500 B. C. It would seem, therefore, that the wheel was invented about 4000 years ago, although the railroad wheel has been developed only during the past century.

Slides showing various developments in the design of double and single-plate wheels for railroad service were explained by Mr. Doke. These were followed by motion pictures describing the entire process of manufacture of chilled tread wheels. Upon Mr. Doke's announcement that he was willing to answer questions, he found himself in the midst of a regular barrage, queries popping at him from all sides. Why wheels burst, cars de-rail, and bearings run hot, were but a few of the subjects covered.

The business meeting proper opened with the singing of one verse of *America* by all present. Election of officers resulted in the naming of Master Car Builder G. W. DITMORE as Honorary President of the Association. J. E. SEVERY, of Binghamton, was elected President; T. H. SMAILES, of Hudson, Vice-President; ERNEST BURBY, Colonie, Treasurer; and ELLIOTT MCGAUGHAN, Albany, Secretary; all choices being unanimous.

Brief remarks were made by the retiring officers and their successors, each pledging to support the organization to the best of his ability. "BARNEY" BRENNAN, retiring Vice-President, related how he had hired the Master Car Builder as "Engineer"

(Continued on page 124)

The
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All communications should be addressed to the Supervisor of Publications, Delaware and Hudson Building, Albany, N. Y.

Vol. 11 April 15, 1931 No. 8

Experience, Reason, and Instinct

IF your reason tells you that "X" must be so and, at the same time, your experience tells you that "X" can't be so, you let your experience conquer your reason, and that is a very foolish thing to do. Man's experience is limited by what he has done. Man's reason is only limited by what all those men who have lived before him have done. Ergo, reason properly used is better than experience.

But there is another godhead, which, added to reason and experience, make the trio—and that is instinct.

Instinct or feeling, or call it what you will, must never be allowed to interfere with reason.

—*Selected.*

Largest Group Insurance Claim

A SHORT time ago the largest claim ever presented under the Delaware and Hudson Group Insurance Plan was paid. The claim covered benefits amounting to $6,200 under the Life Insurance and $3,200 under the Accidental Death and Dismemberment Option, a total of $9,400 being paid to the beneficiary of the deceased employee who was killed while on duty.

This employee had the vision to subscribe to all options of the Insurance Plan to the full extent to which he was entitled.

All employees in service over two years, whose average compensation has increased sufficiently, as outlined in the next paragraph, may submit Form G. 179 for additional Life and Accidental Death and Dismemberment Insurance up to their average annual compensation, based on earnings for the preceding twenty-four months, provided, of course, that they have previously subscribed to full insurance up to their compensation under Options 1-A and 1-B. The cost of this additional Life Insurance is six cents per hundred and the Accidental Death and Dismemberment two cents per hundred, per month.

The insurance can only be issued in multiples of two hundred dollars, i. e., $1,200, $1,400, $1,600, $1,800, etc., and it is also granted on the basis of the nearest multiple of two hundred dollars. As an example, if the average earnings of an employee had increased $100 for the twenty-four months' period preceding the date that he submitted Form G 179, he would be granted $200 additional Life and $200 additional Accidental Death and Dismemberment Insurance. If, however, his earnings had only increased $99, he would not be entitled to additional insurance.

Any employee, by comparing the amount of Life Insurance which he holds with his average earnings for the past two years, may determine whether he is entitled to additional insurance. When in doubt, he should prepare the form and submit it to his superior for handling through channels. If it is found after a check of the payrolls that he is entitled to additional insurance, rider forms will be issued to be attached to his present policies.

History Repeats Itself

SINCE the incorporation of "The President, Managers and Company of the Delaware and Hudson Canal Company" by an act of the New York State Legislature, April 23, 1823, this month has, by coincidence, been a most eventful one during the years that followed.

In view of world-wide conditions existing as we approach the 108th anniversary of the Company's incorporation, the happenings of a century ago are of considerable interest. History records 1830-31 as "critical years." The second president, John Bolton, was in ill health so, on April 9, 1831, his resignation was accepted by the Board of Managers, and, on April 13th, John Wurts was elected as the third president, at the age of 38.

He began his administration by reducing operating expenses wherever possible. On April 21st the company's banking house at 13 Wall Street, New York, was leased for two years to The National Bank for a yearly rental of $2,500, the company reserving for its own use modest quarters on the second and third floors.

Two days later President Wurts ordered the canal packet boats sold or rented for the season, although this was not done as no buyers could be found. The company's four locomotives were also ordered sold for "the best price obtainable," though this sale, too, was never consummated.

Despite the financial stringency the company donated the site for a church to the Methodist Society of Honesdale, Pa., on April 2, 1831.

In other fields which were destined eventually to become Delaware and Hudson territory, conditions were more favorable. Navigation of Lake Champlain was opened April 11, 1831, by the steamer *Franklin* of the Champlain Transportation Company.

On February 16, 1831, the New York Legislature had granted a charter to "The Saratoga and Schenectady Rail Road Company," a survey for the construction of which was begun by John B. Jervis, March 15th. Stock subscription books were opened April 21st in New York, Albany, Schenectady, Ballston, and Saratoga Springs, and on April 24th the stockholders organized the company, C. C. Cambreling being elected president.

Presumably the winter of 1830-31 was much like the "recent unpleasantness" as the Gravity Railroad did not open its 1831 season until March 20th, while Delaware and Hudson Canal navigation did not commence until May 1st.

Economy continued to rule, the "President's" house at Rondout being ordered rented out, while the lease of all unused company land in the vicinity for a period of 21 years was also directed, May 1st.

Rationalization

(Continued from page 119)

and individual concerns. The board has committees for economical administration, for packing and consignment, and for selling conditions. Connected with it are the German Norms Committee, the German Committee for Technical Schooling, the Technical and Scientific Teaching Central, and many institutions with similar functions. It also aids in the advancement of agricultural efficiency by circulating literature, conducting experiments with agricultural machinery, and in promoting the education of a new class of technically trained farmers competent to manage and repair machinery and handle automotive machines.

For the public generally the board has established a model automobile repair shop. It maintains an address register for facilitating communications between firms and corporations; has aided the movement for standardized checks and stock broking documents, and, it is said, will soon publish a handbook covering the science and practice of the economic rationalization art. With the inexhaustible supply of skilled voluntary help all of this work is conducted at small cost. The financial assistance from the State in the years 1925-29 did not exceed the equivalent of $1,250.000, while the savings and profits of industry which resulted from the board's work probably were many times greater.

Extent of Application

WHILE organizational rationalization—systems of work, regulation of staffs, accounting methods and coalition of firms that can operate more efficiently together than separately—is cheap, and has been more extensively effected, the rationalization of plant is much more expensive and can be justified only by results in larger savings. This rationalization includes the replacement of inefficient and obsolete equipment, but does not include investment in machinery for new works. Every industry has rationalized its plant to some extent.

Large enterprises like the United States Steel Works Company, which controls practically half of the entire iron and steel production of Germany, have been completely rationalized largely with American capital. That company has ruthlessly scrapped old plants and others not strategically located, built many new units and its production has been largely increased. Although the war and treaty cessions cut off over 30% of the pre-war production and the inflation period paralyzed the steel industry for a time, the output has been gaining rapidly since 1924, and in 1927 it came within 5% of the 1913 volume. In 1928, even with a decline, the output was 23% greater than the pre-war production within the present boundaries.

The coal industry has also undergone complete rationalization. The use of machinery has increased from four- to fivefold. Production units have decreased more than 20%. The output per man per shift in the Ruhr district has risen from 0.943 tons in 1913 to 1.132 tons in 1927, or 19%. Of the $710,000,000 borrowed abroad by private enterprises up to April, 1929, it is estimated that $600,000,000 was spent directly or indirectly on rationalization. The syndicates and cartels created or revived since the war are a kind of rationalization, because they cannot operate without uniform standards, qualities and selling conditions.

The potash industry, partially rationalized before the war, has since continued the system, attaining much cheaper production than before the war, when taxes and material costs were much lower than they are today. The working concerns have been rationalized from 90 to 60, the less efficient having been closed, but the output in potash has risen from 842,100 to 1,421,000 tons. The shipbuilding industry is being rationalized by Bremen bankers who acquire control of yards and close the inefficient ones. The locomotive manufacturing industry is still undergoing rationalization. Here a prosperous plant takes over the manufacturing rights and operations of a less efficient one, turning over to the latter as an equivalent some branch of its own production for which it is not well equipped. The number of works has rapidly declined, and some, like the Krupps, which built no locomotives before the war, have become leaders in the industry.

(To be continued)

Kidnapped from Roundhouse

(Continued from page 116)

He and GEORGE WARNER were called to take a funeral train from Cooperstown to Albany, with strict orders that it must reach the latter point in time to be attached to a New York Central train leaving Albany shortly after noon. A number of delays were encountered at Oneonta before they left for Cooperstown, making it necessary for him to cover that distance in something less than passenger train time. They reached Milford with only enough time to spare to enable him to get in on a siding before the Cooperstown and Charlotte Valley passenger train was due from Cooperstown.

More time was lost between Cooperstown and Delanson "waiting for the main line;" it seemed as if no one knew there was a special on the line but the officials accompanying the train, and the dispatcher. Both of these parties, furthermore, were "begging for speed" every time the train stopped at a station for orders.

"Leaving Delanson," MR. WESTCOTT says, "we were told to 'get going' and make Albany on time. We did! We had just thirty minutes to make the last twenty-seven miles; but they 'gave us the road' and that New York Central train left Albany *on time* with those two cars attached to the rear end! There were times on that last lap when the engine took curves with all the wheels on one side up in the air; sometimes I thought she was going out through a field, through the rocks on one side, or down the bank on the other; yet all the time we were going so fast we would never have known what happened if we had left the rails. One of the men in the party gave both WARNER and myself a five dollar bill for making the run on time. If you don't believe it, ask DAY F. WAIT; he was Superintendent of the Susquehanna Division at the time."

MR. WESTCOTT was retired on pension in 1920 on account of physical disability. Nevertheless, after eleven years of inactivity, he is still prepared to talk railroading with anyone who may care to visit him in his home at 30 Luther Street, Oneonta, where he and Mrs. Westcott have made their home for a number of years.

Car Department Supervisors Meet

(Continued from page 121)

of the hand derrick which comprised the Carbondale wrecker years ago.

Following the acceptance of the Secretary's and Treasurer's reports, a motion picture covering locomotive and car lubrication was shown, through the courtesy of the Franklin Railway Oil Company, several excellent views of the Delaware and Hudson's new plant at Oneonta for the preparation of oil and waste being included.

The climax of the day was the turkey dinner served to 260 persons including invited guests and families of the supervisors, following the business meeting, Divisional Car Foreman J. W. HOWARD acting as master of ceremonies. The food was splendid and the committee, comprising MESSRS. HEMINWAY, BIBB, and MCGAUGHAN, arranged a varied and delightful program, the feature of which was MISS ANGELA MANLEY'S rendition of *The Little Black Mustache*, a vocal solo. Readings by "BILLY" MCDERMOTT, Wreckmaster at Colonie, and community singing led by "LARRY" THOMAS, of the Hudson Car Department, sped the intervals between courses so that it seemed but a few moments before the room was cleared for dancing.

Several acts of comedy, juggling, and dancing by professional entertainers completed the festivities which terminated in time for the departure of the train for Carbondale, Oneonta, and Albany.

A small boy came hurriedly down the street, and halted breathlessly in front of a stranger who was walking in the same direction.

"Have you lost half a dollar?" he asked.

"Yes, yes, I believe I have," said the stranger, feeling in his pockets. "Have you found one?"

"Oh, no," said the boy. "I just want to find out how many have been lost today. Your's makes fifty-five."—*Exchange.*

"All the Gold in the World"

SINCE the discovery of America, world production of gold has only slightly exceeded a billion ounces, approximately 1,003,500,000 ounces being indicated by study of available records, says Scott Turner, Director, United States Bureau of Mines. More than half of the grand total of gold production for the past 435 years, or 516,273,000 ounces, was produced in the first 27 years of the present century. Of the cumulative world production of gold since 1492, 467,000,000 ounces are estimated to exist in the form of monetary stocks, while 536,563,329 ounces represent the balance of gold lost or absorbed in other than monetary uses.

The scarcity of gold may be illustrated by the fact that if the entire world production since the discovery of America were cast into a cube its edges would measure only 38.5 feet.

—*Scientific American.*

Railroad Police Hold Lead in National Pistol Match

AT the conclusion of the first three rounds of a series of pistol matches being shot under the supervision of the National Rifle Association between seven teams representing the police departments of our company, the State of Massachusetts, and cities of Los Angeles, Calif., Hartford, Conn., and New York, the last two having two entrants each, the Delaware and Hudson's squad stood first, having won three and lost none. Hartford Police team No. 1 was second with two victories and one defeat, while the others had won either one or no matches.

The team scores of the Delaware and Hudson and its opponents for the weeks ending March 7th, 14th, and 21st, respectively, have been:

D. & H.	1127	Los Angeles	1083
D. & H.	1056	N. Y. City, No. 1	1035
D. & H.	1112	Massachusetts State	1024

A novel system of recording and tabulating the scores is employed to enable the teams to shoot on their home ranges, thus eliminating the prohibitive expense which would be incurred should they meet each other on the same ranges. The Delaware and Hudson men, for instance, fire on the Police Department's 20-yard indoor ranges at Colonie and Oneonta, the targets being forwarded to the National Rifle Association. In turn, the Association tabulates these match records to determine the winners for each week, which information is forwarded to the teams by mail.

The individual scores of the Delaware and Hudson policemen, each representing the total of three rounds, with a possible maximum of 300 per match, for the first three weeks were:

Name	*1st*	*2nd*	*3rd*
GRATCOFSKY	284	279	278
RUSS	276	276	281
OVERBAUGH	281	262	270
PENNINGTON	286	239	283
Total	1127	1056	1112

From Here and There

Be brief; for it is with words as with sunbeams; the more they are condensed, the deeper they burn. —*Southey.*

Sixty per cent of the English speaking people of the world are in the United States.

The rate of growth for human hair is eighteen one-thousandths of an inch a day. An individual hair, it is estimated, lives about six years.

Nature has given us two ears, two eyes and but one tongue, to the end that we should hear and see more than we speak.—*Socrates.*

Bahia, Brazil, built on two levels at the foot and top of a high cliff, has installed two American elevators for the 10,000 daily up-and-down commuters.

It is well for a man to respect his own vocation, whatever it is, and to think himself bound to uphold it, and to claim for it the respect it deserves.—*Charles Dickens.*

Twenty navel orange trees were brought to this country from Brazil in 1870 for experimental purposes. Now California raises about 8,000,000 crates a year.

The common house fly sounds the note F in flying. This means that its wings vibrate 335 times a second. The honey-bee sounds A, implying 440 vibrations a second.

Five thousand years ago the Great Pyramid of Egypt was built. Thirty thousand slaves labored thirty years to complete the job. It could not be duplicated in the present day for less than $6,000,000,000.

More Books to Read

IN the April 1st issue *The Bulletin* carried a list of books, classified under Biography and History, which are available to employees upon request of MRS. SMITH who has charge of the Delaware and Hudson Library on the fourth floor of the General Office Building in Albany.

For readers of a more technical turn of mind we include in this issue, under the headings of Maintenance and Motive Power, lists which may well be read to advantage by many of us.

In succeeding lists still other phases of railroading, as well as more general subjects will be included. Why not get acquainted with the library?

MAINTENANCE OF WAY

656	*Grade Crossing Elimination, Tie and Tie Treating Plants, Tunnel, Rail and Concrete.* Vols. N-1 and N-2, 1911 to 1928, incl.
030	*Maintenance Cyclopedia, Railway Engineering*—1926.
050	*Maintenance, Railway Engineer and*—1912 to 1927.
656	*Maintenance of Way, Track, Roadbed and Structures,* Vols. K-1 and K-2, 1911 to 1928.
625	*Maintenance of Way—Track* by W. B. Parsons, 1886.
621	*Steam Shovels and Steam Shovel* Work by E. A. Hermann.
656	*Track Handbook, Railway,* Spencer Otis Company.
656	*Track and Track Work, Railway* by E. E. Russell, Tratman.

MOTIVE POWER

380	*Electric Railway, The* by Oscar Crosby and Louis Bell, 1896.
621	*Catechism of the Steam Engine, A* by John Bourne.
080	*Elementary Treatise on the Gas Engine, An*
656	*Freight Engines, Terminals, Coaling Plants, Turntables, Water Treating Stations and Yards,* Vols. D-1 and D-2, 1911 to 1928, incl.
625	*Light Locomotives,* H. K. Porter & Co.
050	*Locomotive, The*—1925, 1926.
656	*Locomotives,* Vols. E-1 and E-2, 1911 to 1928, incl.
080	*Locomotive and the Air Brake, A Treatise on*
656	*Locomotive Breakdowns, How to Repair* by W. G. Wallace, M. E. (Modern American Railway Practice)
656	*Locomotive Boilers, Care and Operation* by Calvin F. Swingle, M. E. (Modern American Railway Practice)
656	*Locomotive Construction, New Ideas in* Vols. H-1 and H-2, 1911 to 1928, incl.
656	*Locomotive Design, Shop Management and Operation,* Vols. F-1, F-2, and F-3, 1911 to 1928, incl.
030	*Locomotive Dictionary and Cyclopedia.*
656	*Locomotives, Electrification and Electric,* Vols. 0-1 and 0-2, 1911 to 1928, incl.
080	*Locomotive Engineering, The Elements of*
656	*Locomotive Engineers, Electricity for* by Sidney Aylmer-Small, M. E. (Modern American Railway Practice)
360	*Locomotive Painters' Association, Proceedings of*—1912.
080	*Locomotive Practice,* The Railway Library.
656	*Locomotive Running, Practical Electric* by Sidney Aylmer-Small, M. E. (Modern American Railway Practice)
656	*Locomotive Shop Practice,* Vols. G-1, G-2, and G-3, 1911 to 1928, incl.
621.1	*Motive Power Development, Pennsylvania Railroad System* by Paul Warner.
621.1	*Motive Power on The Delaware and Hudson* by G. S. Edmonds.
050	*Railway and Locomotive Engineering, 1895 to 1927.*
621.1	*Steam Engines* by J. A. Stumpf, Una-Flow Engine Co., Inc., Syracuse, N. Y., 1922.

The man who doesn't read good books has no advantage over the man who can't read them. *Sand and Spray.*

Cop: "Lady, don't you know this is a safety zone?"

Woman Driver (in difficulties): "Of course—that's why I drove in here."

Golfer—"If you laugh at me again, I'll knock your block off."

Caddy—"Haw, Haw, you wouldn't even know what club to use."

Clicks from the Rails

Dynamite Skilfully Used

It took less than 100 pounds of properly placed dynamite to raze two obsolete structures on property being developed by the Baltimore and Ohio, in Baltimore. A 150-foot smokestack and a 130-foot elevator house were felled with surprising lack of destruction; in fact the glass in some of the windows of the elevator was not broken by the fall. It is reported that the boilers used in the plant, being unusual in type, have been removed as relics to Henry Ford's museum.

* * *

Statistical Messenger

Fred A. Dullahan, messenger for the Central Vermont at St. Albans, Vt., for the past 35 years, has kept a complete statistical record of his occupation. He has averaged 10 miles a day, 300 days a year, for 35 years, giving him a total mileage of 105,000, or 5,000 miles more than four times around the world. The total amount of cash and checks that he has carried to banks totals $3,192,080.40.—*Railway Age.*

* * *

Europe's Mightiest

When the Swiss Railways receive an electric locomotive now being built for use on its St. Gothard line, it will have the largest unit yet constructed in Europe. The locomotive will weigh 230 tons, of which 153 will be carried by the drivers. Its sixteen motors will produce a total of 7,200 horsepower.

* * *

Mice Invade Station

Millions of mice, apparently driven by hunger, recently invaded the Nullabor plains along the trans-Australian railway. Thousands entered the station at Lagoona while the station master was attending a passenger train, and began gnawing at a roll of pound notes. Every house in the district was invaded by the pests, which attacked even furniture and bedding.

Canada's Fastest Train

On April 27th the Canadian National's *International Limited*, the fastest train in the world for the distance run,—334 miles in 360 minutes or an average of 55.6 miles per hour—will complete its thirty-first year of operation. Since its initial trip in 1900, the limited has kept pace with the finest trains in the world, both in point of motive power and passenger equipment. Among other distinctions, Canadian National officials claim that it was the first train to be equipped for radio reception; on it a two-way system of "outside" telephone communication was first successfully operated; and that no train in the world has a better "on time performance record," despite its fast schedule.

* * *

"Profane" Railroad

The railway station at Trivandrum, which is the capital of the native state of Travancore, India, is three and one-half miles away from town. The reason for this rather unusual location is that the maharajah prefers not to profane his sandals by crossing the rails when he goes to take his daily bath in the river, according to the *Railway Age*.

* * *

A Queer Ailment

Railroad men should never lose their tempers if accused of being *siderodromophiles;* in fact, a learned French judge recently had to suspend court proceedings long enough to summon a medical authority to find out what the word meant. A prisoner, accused of riding a train without a ticket, claimed to be a *siderodromophile*. The physician explained that this is a term which implies that a patient has an unusually strong desire to go "choo-choo" riding. Despite his sickness, the prisoner was fined "for gratifying his desire without first buying a ticket."

Building NOT Fireproof!

Anyone who says that the office building of the Blue Diamond Coal Company, Indianapolis, is *fireproof*, will not only be disregarding the truth, but is apt to be taken to task by its owners as well. The structure is attractively fashioned of coal ashlars of various sizes, skilfully fitted and laid in white cement mortar.

* * *

Heroic Railroaders

Alburtus Morgan, colored New Haven Road trackwalker, was recently presented with a purse of $135. in gold by the American Legion and citizens of Rockville, Conn., and the medal of the Connecticut Humane Society, for his rescue of four boys who had ventured out on the ice on Rock Mill Pond, in Rockville, only to have it collapse beneath them. Two other railroad men—Oscar Phillips and Jack Dunbar, section laborers—aided materially in saving the four boys from an icy grave.

* * *

Locomotive Assists Firemen

When the Seat Pleasant, Md., fire department force reached a fire recently, it was found that its hose was not long enough. A hasty conference resulted in the formulation of a novel plan of attack. The fire department hurried "home" and a locomotive pushed the fire to the firehouse door. An artistic job was then done in quenching a blazing box car.

* * *

"Casey" Jones' Relief

The man who completed "Casey" Jones' run after the accident which cost that song-famed Illinois Central engineman his life, has just been pensioned by that company. He is Harry A. Norton, of Memphis, who retired with a service record of nearly forty years, the last thirty-one of which were spent on the run "Casey" never finished.

Believe in Yourself

❦

BELIEVE that you can, and you will not fail, though great be the task begun. Believe that you can, though hard the trail, and rugged the road you run. Have faith in yourself. Just know you can, and you're simply bound to do; and never a barrier, bar, or ban can keep you from carrying through.—*Selected.*